

THE
OVERLAND CHINA MAIL
PUBLISHED EVERY
WEEK DAY.
Contains the Week's News
of Hongkong and the
Far East.
Price (including Postage) to any
part of the world \$12.
per annum.

The China Mail.

ESTABLISHED 1840

AGENTS.
Orders for the CHINA MAIL
and OVERLAND CHINA MAIL
may be made to any of the
following agents:-
Canton: Messrs. A. & C.
Fosberg, 100, 102, & 104,
Baker Street, W. 1st St.
Yokohama: Messrs. W. & A.
Manila: Messrs. W. & A.

No. 16,842.

號二十月九年六十壹百九千壹

HONGKONG, TUESDAY, SEPTEMBER 12, 1916.

辰丙次歲年五國民華中

PRICE: \$3.00 Per Month

Cables—"Leopoldini, London"

Code A.B.C. 5th Edition.

LEOPOLD FRANK

Established
1885.

1 & 2, ADDLE ST., WOOD ST., LONDON, E.C., ENG.

Reserve Warehouses: 20, Addle Street, 8, Aldermanbury Avenue, E.C. and elsewhere.

THE LEADING SPECIALITY FIRM FOR LARGE STOCKS & BEST VALUES

TO AVOID LATER DISAPPOINTMENTS—**BUY NOW**

**COTTON
BLANKETS**

WHITE, FAWN, GREY
and RED DRAB.
All with bright coloured Borders.
Sizes 50 x 70 in. 54 x 74 in.
60 x 80 in.

**BUSH
RUGS**

FANCY CHECKS AND
COLOURED STRIPES
Sizes 60 x 60 in. 64 x 68 in.
68 x 72 in. 80 x 80 in.
70 x 90 in.

**UNION &
WOOLLEN
BLANKETS**

BROWN, FAWN, AND GREY
Sizes 47 x 67 in. 60 x 80 in.
54 x 74 in. 60 x 80 in.
64 x 80 in. 68 x 83 in.
80 x 90 in. 71 x 87 in.

**CAMEL HAIR
BLANKETS**

WITH STRIPED AND
KEY BORDERS.
Sizes 60 x 60 in.
60 x 80 in.

BRITISH MANUFACTURE

SUPPLY WHOLESALE AND EXPORT ONLY

ENQUIRIES AND ORDERS THROUGH FIRMS IN THE UNITED KINGDOM ONLY.

THORNE'S

OLD VAT No. 4.

SCOTCH WHISKY.

SOLE AGENTS:

A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG.
Tel. 816.

FOR SALE.

THE HULL and MACHINERY of
a Steel-Twin Screw RIVER
STEAMER built in 1904 and recently
damaged by fire.

Now lying in Shanghai Harbour and
open for inspection.
DIMENSIONS: 310' x 14'.
TONNAGE: Gross 2341, Net 2511.
HULL—Collapsed above load line.
In fair condition, below load line.
Double bottom fore and aft.
MACHINERY—Two sets triple
expansion engines.

Cylinders 14" x 24" x 32"
30".
Two Boilers 15'0" diameter, 11'8" long.
Engines and Boilers can be thoroughly
repaired at moderate cost.
Each set of engines is complete in
itself and could be used separately.

Applications for inspection and tenders
for the whole or part of the vessel should
be sent to Messrs. GIBB LIVINGSTON
& Co., Shanghai.

Particulars believed to be correct but
not guaranteed and subject to examina-
tion by tenders.
Hongkong, Sept. 9, 1916. 1019

HONGKONG POLICE RESERVE.

MOUNTED POLICE.

All ranks will report at Stables at 5.45
p.m. on Friday, Sept. 15th.

COMPANY PARADES.

Central Station, 5.45 p.m.

No. 1 Company—Thursday, Sept. 14th,
and Thursday, Sept. 21st.

No. 2 Company—Friday, Sept. 15th,
and Wednesday, Sept. 20th.

No. 3 Company—Wednesday, Sept.
14th, and Friday, Sept. 22nd.

No. 4 Company—Thursday, Sept. 14th,
Monday, Sept. 18th, and Friday, Sept.
22nd.

Ambulance Platoon—Monday, Sept.
15th.

REVIEWS.

No. 2 Company will attend at the
Ampury at 5.30 p.m. sharp on Wednes-
day, Sept. 13th, and return rifles for
inspection.

AMBUANCE PLATOON.

All ranks will attend in plain cloths
for Stretcher Drill at Central Station on
Wednesday and Friday, Sept. 13th and
15th, at 5.30 p.m.

RAID.

Band Practice—Friday, Sept. 15th.
(Sgd.) P. O. JONES.
D.S.P. (R.)

CHAMBERLAIN'S COUGH
REMEDY.

THIS remedy has no superior as a cure
for colds, croup and whooping
cough.

It has been a favorite with the mothers
of young children for almost forty years.
Chamberlain's Cough Remedy can al-
ways be depended upon and is pleasant
to take.

It not only cures colds and grip, but
prevents their resulting in pneumonia.
Chamberlain's Cough Remedy contains
no opium or other narcotic and may be
given as confidently to a child as to an
adult. For sale by all Chemists and
Storekeepers.

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS

8,000-Tons, 2,000 Horse Power now Built.

Steel Building Work of every Description.

Castings, Forgings, Repairs and Supplies.

Prompt Attention and Shipment to Destination.

INJECTORS AND STEAM PUMPS.

W. S. BAILEY & Co., Ltd.

ENGINEERS and SHIPBUILDERS.

KOWLOON BAY.



PURE AND SPARKLING
Formazione
THE MINERAL WATER
THAT FILLS YOU WITH
INVIGORATING HEALTH

A. S. WATSON & CO. LTD.

MINERAL WATER MANUFACTURERS

Bournville

The "COCOA de Luxe"

HIGHEST GRADE
BRITISH MADE

"BOURNVILLE COCOA represents the
highest grade of nutritive cocoa and represents
the market. It is fully contained in its high repu-
tation in food value and delicacy of flavour, and
is second to none in any respect whatsoever."
Medical Magazine, March, 1912

CADBURY'S CHOCOLATES

In Tins and Fancy Boxes
Specially Packed for Export

FROM THE FACTORY IN A GARDEN, BOURNVILLE, ENG.

PEAK HOTEL.

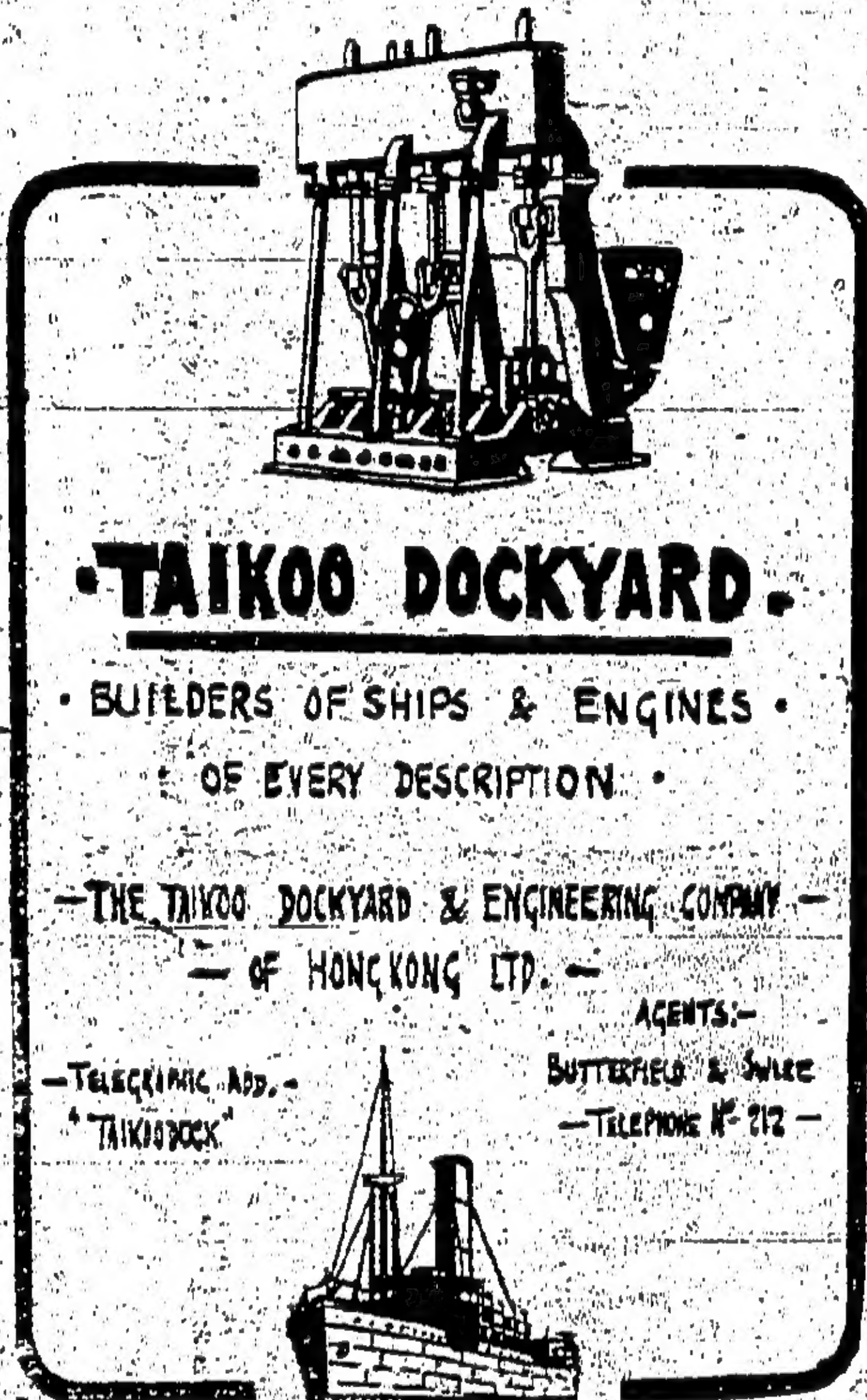
ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

FIRST-CLASS FAMILY RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies
rooms, Roof Garden.
Terms: From \$5 per day. Manager: P. O. FRUSTRER.

BUSINESS NOTICES.



TAIKOO DOCKYARD.
BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION.
— THE TAIKOO DOCKYARD & ENGINEERING COMPANY —
OF HONGKONG LTD.
AGENTS: BUTTERFIELD & SWIRE
— TELEPHONE NO. 712 —

BEWARE OF MOSQUITOES!

MOSCATINE.

THE INFALLIBLE INSECT REPELLER.

DELICIOUS PERFUME. PERFECTLY HARMLESS.

50 cts. \$1.00 \$2.50 per bottle.

PREPARED ONLY BY

THE VICTORIA DISPENSARY.

TELEPHONE 338.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE MANILA ROPE

STRAND
1" to 15"

CABLE LAY
5" to 15"

4 STRAND
3" to 10"

Oil Drying Cables of any size up to 2,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to
Shewan, Tomes & Co., General Managers.

Hongkong, April 11, 1912.

THE HONGKONG HOTEL

AND

GRILL ROOM

J. B. HARRIS
MANAGER

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.

Portland Cement

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co

GENERAL MANAGERS

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

HONGKONG TO CANTON. CANTON TO HONGKONG.
TUESDAY, 12th SEPTEMBER

8 A.M. 'HONAM' 8 A.M. 'HEUNGSHAN'
10 P.M. 'KINSHAN' 5 P.M. 'FATSHAN'

WEDNESDAY, 13th SEPTEMBER

8 A.M. 'HEUNGSHAN' 8 A.M. 'HONAM'
10 P.M. 'FATSHAN' 5 P.M. 'KINSHAN'

Single Fare by Night Steamer \$ 6.00
Return Fare by Night (available also for Return by day Steamer) 11.00
Single Fare by Day Steamer 5.00
Return Fare by Day Steamer 6.00

HONGKONG-MACAO LINE

S.S. 'TAISHAN' Tons 2006. S.S. 'SUI TAI' Tons 1651.

HONGKONG TO MACAO

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.
Sundays at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG

Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 2 P.M.

EXCURSION TO MACAO

SUNDAY, 17th SEPTEMBER

The Company's Steamer, "TAISHAN",

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
and return from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street
Wharf.

CANTON-MACAO LINE

S.S. 'SUI TAI'

Departures from Macao to Canton on Monday, Wednesday and Friday, at 2 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE

S.S. 'SUI TAI' 888 Tons, and S.S. 'NANSHAN' 460 Tons

One of the above mentioned vessels Canton for Wuchow every Monday, Wednesday
and Friday, at about 8 A.M., and the other Wuchow for Canton on the
same days at 8.30 A.M. Round trip takes about 5 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers 'HENTIAN' and
'SARUL'. These vessels have superior Cabin accommodation and are lighted
throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 6 P.M.
Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSION (First Floor)

Opposite the State Pier.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two slipways and can accommodate any craft
of 200 tons.

Town Office: 45, QUEEN'S ROAD, CENTRAL, HONGKONG. Telephone No. 469.

Shipped: Sheen, Sai, Yee, Kowloon, Hongkong. Telephone No. K. 5.

Business furnished on application. WONG PING WA, Manager.
Hongkong, April 1, 1915.

INTIMATIONS

NEW
"REGAL"
RECORDS.REGIMENTAL
MARCH-PASTSOF THE
BRITISH ARMY.

CALL AND HEAR THEM

AT
THE ANDERSON
MUSIC CO., LTD.

4, Des Vaux Road. Tel. 1392.

SILIMPON (SEBASTIAN)
COAL.

THE undersigned having been appointed Agents for the COVIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPON COAL (either cargo or bunkers) at SEBASTIAN or SANDAKAN (British North Borneo).

SILIMPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBASTIAN or SANDAKAN exclusively for SILIMPON COAL (either cargo or bunkers) are exempt from payment of all Port charges.

At Sebastian Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Sibato Bay (Sebastien Harbour), Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.

Agents, Covie Harbour Coal

Company, Limited.

Hongkong, Dec. 2, 1915.

PATELL & CO.
Importers-Exporters

Commission Agents

HONGKONG.

Branches:—
SAN FRANCISCO, CAL.
YOKOHAMA, JAPAN.
BOMBAY, INDIA.
China:—
HANKOW
SHANGHAI
CANTON

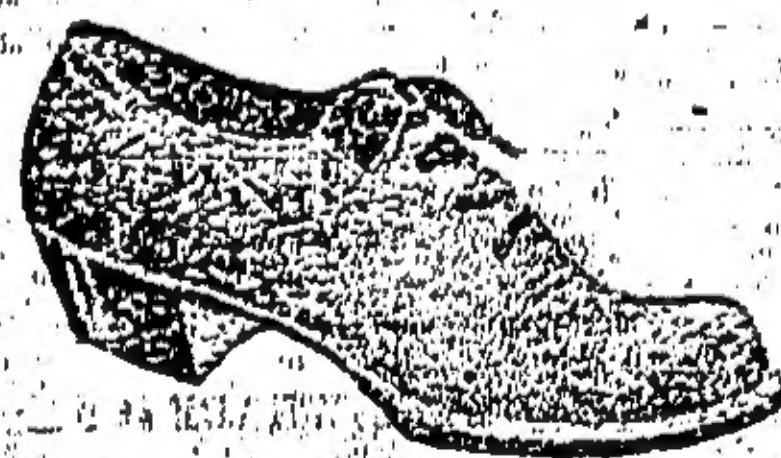
JAPANESE MAKERS

Every kind of Footwear

MADE

TO

ORDER



CHERRY & CO.

FEDDER STREET,
Opposite Hongkong Hotel
Telephone No. 49.
Hongkong, March 20, 1916.

THE FIRST CHINESE NEWSPAPER
EVER ISSUED UNDER
PURELY NATIVE DIRECTORS.

The Chinese Mail

華字日報
THE LADING CHINESE POLITICAL AND
COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.
CONTAINS THE MOST RELIABLE
TELEGRAPHIC NEWS FROM
NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM
VARIOUS PORTS IN CHINA AND JAPAN.
\$11.00 per Annum delivered in Hongkong
\$12.00 to all other Ports.

A. WALLINGTON, STREET, HONGKONG.

INTIMATIONS

THE HONGKONG UNIVERSITY.

ST. JOHN'S HALL, Bonham Road,
for residence of Graduates, Under-
graduates and External Students,
re-opens on September 11th.
SPECIAL FACILITIES FOR
GRADUATES.

Apply to the
ACTING WARDEN,
Hongkong, Sept. 9, 1916. 1018

ST. JOSEPH'S COLLEGE, MACAO.

THE above School, situated in the
healthiest part of Macao, will
RE-OPEN on FRIDAY, Sept. 13.
A sound education in English,
Portuguese and Commercial subjects is
provided.

Apply to the FR. DIRECTOR,
Hongkong, Sept. 7, 1916. 1007

DAIRY FARM NEWS.

NOTHING CAN EXCEL

OUR

DAISY BRAND

BUTTER.

IT IS ABSOLUTELY THE BEST

NEW ZEALAND TABLE BUTTER.

Sole Agents

THE DAIRY FARM CO., LTD.

MARTIN'S

APOLISTEEL

PILLS

A French Remedy for all Disorders

of the Digestive System, such as

Indigestion, Flatulence, Heartburn,

Acidity, Constipation, etc., etc.

It is a powerful and reliable

Remedy, and is sold in all

Chemists and Dispensaries.

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A French Remedy for all Disorders

of the Digestive System, such as

HONGKONG DISPENSARY.
Telephone 618.

SHIPPING

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON,

TAKEING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong	Connecting Mail	Due at	Due
Colombo		Colombo	1916	1916
NAMUR	Sept. 24	Through Steamer	Oct. 25	Nov. 4
SARDINIA	Oct. 6	Through Steamer	Nov. 9	Nov. 18
NOVARA	Oct. 20	Through Steamer	Nov. 19	Nov. 28
NORRE	Nov. 3	Through Steamer	Dec. 6	Dec. 15
NYANZA	Nov. 17	Through Steamer	Dec. 17	Dec. 26
MALTA	Dec. 1	Through Steamer	Dec. 31	Jan. 7
NANKIN	Dec. 15	Through Steamer	Jan. 17	Jan. 26

* Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S.S.	Leave Hongkong/About
SARDINIA	THURSDAY, 14th September.
NOVARA	SATURDAY, 23rd September.
NORRE	SUNDAY, 3th October.
NYANZA	SUNDAY, 22nd October.

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS
(Sub-Transit)
IN ADDITION TO THE ABOVE MAIL STEAMERS.MILWAUKEE AND LONDON,
Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO
AND PORT SAID.

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong/About	Due at	Due
SARDINIA	THURSDAY, 14th September.		
NOVARA	SATURDAY, 23rd September.		
NORRE	SUNDAY, 3th October.		
NYANZA	SUNDAY, 22nd October.		

THE INTERMEDIATE SERVICE IS TEMPORARILY SUSPENDED.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.

Passenger Tickets interchangeable with the British India Co.
Round the World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.

Caring to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to
E. V. D. PARR,
Acting Superintendent.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, YOKOHAMA & HONOLULU

NOVEMBER 11-JANUARY 18.

AN UNSURPASSED HIGH CLASS PASSENGER
SERVICE AT INTERMEDIATE RATES.C. H. RITTER, Freight and Passenger Agent,
Princes Buildings, 100 House Street.

NATAL LINE OF STEAMERS

TAKEING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS

with transshipments at CAPE TOWN, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND AFRIKA LINE.

Proposed Sailings from Hongkong

Steamers from Hongkong, on or about Connecting at Calcutta with On or about

For Freight and further particulars apply to

DODWELL & CO., LTD. Agents

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore,

Batavia, Samarang and Sourabaya.

Sails on or about

S.S. RIOJUN MARU, For Batavia, Cheribon, Samarang, Sourabaya,

Macassar & Balikpapan 14th Sept.

S.S. BO NEO MARU, For Moji, Kobe & Yokohama 19th Sept.

For Freight or Passage apply to

DODWELL & CO. LTD. Agents

AT THE IRON GATES.

MEETING PLACE OF THREE
NATIONS.

The historic island of Ada-Kaleh seems not unlikely to regain a measure of its former prominence. Situated in the Danube, about three miles below the station of Orsova, near which Rumanian troops are fighting at a point where Hungary, Bulgaria, and Serbia meet, it has been a centre of strategic importance throughout the centuries of recurring conflict between the cumulative forces of the Magyar and Balkan countries. Its desirability has existed in its usefulness as a factor in controlling the navigation of the mighty river whose graceful symmetry it disturbs. In a military sense, as well as in other respects, the vital importance of Ada-Kaleh belongs to the past; it can never again be of material value in dominating the river, or influencing field operations in the adjoining countries for the reason that artillery of modern range and power would speedily reduce its fortifications, even if they were in full repair. At one time indeed, they were well-nigh impregnable but now they are in a state of ruin that tells of the troubled past.

A CURIOUS HISTORY.
The history of this interesting island, which is little more than a mile long and less than a third of a mile wide, adds another to the many strange sidelights that the past reflects upon the present world-wide war. For at least a couple of centuries the contestants for Ada-Kaleh were Austria-Hungary and Turkey. Its ownership has been claimed by these powers in turn, and it was only as recently as 1878, that the Turks, after more than a century of unbroken possession, were finally driven from the security of its elaborate defences. Although it was captured by Hungarian troops in the year mentioned, its fortifications were ordered to be razed, it was not until about two years ago that it was formally annexed by the dual monarchy after a long term of partial independence, due to an oversight in the drafting of the Treaty of Berlin. A curious result of this omission was that until quite recently Turkish garrisons who are exclusively Turkish, remained on the sovereignty of the Sultan, exempt from military service, and paid no taxes. A small garrison was maintained by Austria-Hungary, but justice was administered according to Turkish laws. The islanders, numbering about 400, live by the cultivation of tobacco, wine, and "Rum" and by their fisheries, but their intercourse with the Magyars and slaves does not extend beyond the limits of business. They are not remarkable for their industry and have the appearance of a decadent people, owing, it is believed, to prolonged intermarriage, while they are reputed to be experts in evading the legal conditions governing the marketing of their products. They are credited with making the best coffee in Europe, and every visitor is expected to partake of the beverage, though it is not prepared in a manner or in surroundings that satisfy Western fastidiousness in culinary matters.

OPENING THE "GATES."
As an attraction for excursionists, Ada-Kaleh has benefited from its proximity to "The Iron Gates." Here, only a short way downstream, the bed of the Danube is obstructed by a series of rocks that were long an effective barrier to navigation. The obstruction occurs amid surroundings of singular beauty, comparable to the famous Tara country in the Central Carpathians. The country, on the other side of the Danube at this point rises abruptly from the river bank to a great height. The Hungarian Government, with wonderful enterprise, determined to remove the impediment to river traffic imposed by the rapids that disturbed the placid waters of the great river at this meeting-place of nations. Two ways were open to the authorities to unlock the formidable "gates." The

river bed could be deepened by the blasting of the rocks, but the task presented many difficulties, and its accomplishment would have meant a heavy expenditure for the benefit gained. The alternative course was adopted of so contracting the bed of the river as to give a sufficient depth of water for shipping to pass over the submerged reefs. This was no small undertaking, but it was successfully achieved, and the obstacle formerly presented by the Iron Gates no longer exists. The passage through the narrowed waterway is still a matter of difficulty, the current being so rapid and powerful that ordinary vessels are incapable of making headway against it. This new obstacle is met by the provision at the head of the rapids of a power station, working on the windlass principle, to render assistance to struggling steamers. The whole enterprise is one of many improvements that the Governments of Hungary have carried out in the southern and eastern provinces.

HERKULESDRÖG.
Herkulesdrög is a favourite watering place, located in a district exceptionally endowed in point of natural beauty. From the time the traveller takes leave of the great plain of Hungary, soon after passing Temesvár, the railway carries him through rugged country richly wooded and singularly picturesque.

THE SHRINE OF ST. FINE.
A STORY OF FRENCH HEROISM.

Mr. H. Warner Allen, the representative of the British Press with the French army, writes: Verdun has been thrown into the background by the great events on the Somme, but it would be surprising to forget that it is only the heroic resistance of the French on the Meuse which has made it possible for the French and British armies to take the offensive elsewhere. While the British and French have been hammering the German lines in Picardy, the defenders of Verdun have been doing their utmost, and one of their deeds that deserves immortal memory is the battle for the shrine of Saint-Fine.

Last January, when I visited Verdun, this ruined shrine, which covers three square yards of ground, was still untouched by shell fire. It lies a little distance to the southwest of the ravine formed by the roads from Fleury to Souville and from Vaux to Verdun by way of the Vaux-Chapelle Wood. At the beginning of July, the Germans had succeeded in advancing beyond the Vaux-Verdun road and had carried the shrine. This position threatened to break through the French lines, and through the gap the Germans tried to carry Souville. A barrage of fire, however, separated the attacking party from all support, and it was annihilated. When the French resumed the offensive, slowly and surely in the direction of Fleury, it became indispensable to close the Saint-Fine gap. As to who Saint-Fine was, no one has any idea. The saint may have been a Dolphin or a Josephine, or perhaps a saint may have found the key to the riddle when he said, before the attack on July 12, that he was going on a pilgrimage to Saint-Fine. The battlefield was a chaos. Between Doncourt and Souville the ground was riddled with enormous holes twenty to forty feet in diameter, and more and more, meadows, villages, and trenches had disappeared. On the 13th, the day of the attack, a month's rain had given the final touch to the misery and desolation of the scene. A preliminary French reconnaissance was made in the direction of the shrine. It was received with heavy rifle and machine fire. Two officers and sixteen men were

killed, but the reconnaissance had done its work. Word was sent to the gunners and the German line of infantry fell back. Meanwhile French infantry felt their way along the position, clearing for the weak points and meeting the enemy again and again at close quarters with the grenade. The woods were swept by patrols. A despatch-bearer, unarmed, suddenly came across two Germans. The Germans had their rifles, but they surrendered. He took them to the post of command, and they were noticed that their rifles were loaded. "Why did you bring them in?" he was asked, "without making them unload their rifles?" "I was afraid that it would remind them that their rifles were loaded," was the reply. Soon after a German shell fell on that particular post, and part of it collapsed, burying two men in its ruins. They were probably crushed out of recognition, but their comrades set to work to dig them out. After four hours' desperate toil one man was found still breathing, lying on his comrade's corpse. A doctor at once wormed his way down through the splintered trunks and crumbling earth and gave the dying man some morphine to dull his pain. At last the rain stopped and the sun came out again, and with the heat came the terrible torture of thirst. Whilst it rained water could be collected in canvas sheets, but with the sun all moisture vanished, and the enemy's barrage fire made all communication with the rear impossible.

On the night of the 17th it was decided that a further reconnaissance on the Saint-Fine should be made. It was led by a Lieutenant who in civilian life was an employee of a great Paris bank, and it consisted of about 60 men. The French crept forward from hole to hole until they were within two yards of the Germans. Then they sprang to their feet and hurled their grenades at the enemy who surrendered or took to their heels. In ten minutes the position was theirs. The French took refuge in a little cellar which was all that remained of the ancient chapel. There they were completely cut off by barrage fire, and it was not until the night of the 18th that the Lieutenant was able to announce that he had succeeded in his mission and that he was digging himself in.

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA
FROM SOUTH-AMERICAN PORTS,
SAN FRANCISCO VIA
JAPAN PORTS

THE Steamship
"ANTO MARU"
The above named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on MONDAY, 11th Sept. at Noon, will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown. Storage charges will be assessed on all Cargo remaining undelivered on SATURDAY, 16th Sept. at 5 P.M.

No Fire Insurance whatever will be effected.

No claims will be recognised after the Goods have left the Steamer or Godown. All chafed and damaged Cargo will be landed into the Company's Godown, where they will be examined on 22nd Sept. at 10 P.M.

No Claims will be recognised if filed after the 1st October, 1916.

T. DAIGO,
Agent.
Hongkong, Sept. 11, 1916. 1021

TOYO KISEN KAISHA
FROM SAN FRANCISCO VIA
HONOLULU, JAPAN PORTS AND
SHANGHAI

THE Steamship
"PERFECTA MARU"
The above named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on WEDNESDAY, 14th Sept. at Noon, will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown. Storage charges will be assessed on all Cargo remaining undelivered on SATURDAY, 16th Sept. at 5 P.M.

No Fire Insurance whatever will be effected.

No claims will be recognised after the Goods have left the Steamer or Godown. All chafed and damaged Cargo will be landed into the Company's Godown, where they will be examined on 22nd Sept. at 10 P.M.

No Claims will be recognised if filed after the 1st October, 1916.

T. DAIGO,
Agent.
Hongkong, Sept. 11, 1916. 1022

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

NOTICE TO CONSIGNEES
FROM CALCUTTA, PENANG AND
SINGAPORE

THE Steamship "NAMSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the Godowns of the Hongkong and Shanghai Wharf and Godown Co., Ltd., whence and from the wharves, delivery will be obtained.

Goods not cleared by the 15th inst. will be re-landed at risk.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the Steamer must be presented within 10 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be counter-signed by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, Sept. 7, 1916. 1008

SHIPPING

PACIFIC MAIL S.S. CO.

U. S. Mail Line.

OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR," "VENEZUELA" and "COLOMBIA"

14,000 Tons each

HONGKONG TO SAN FRANCISCO

via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

The Sunshine Belt.

The most Comfortable Route to America and Europe.

Sailings from Hongkong:

S.S. "ECUADOR" SATURDAY, October 7th, 1916

S.S. "VENEZUELA"

S.S. "COLOMBIA"

These Steamers have the most modern Equipment including

ALL LOWER-BERTHS and large comfortable Staterooms

(All Single and two berths only)

The safety and Comfort of Passengers is our first consideration.

Tickets are interchangeable with the Toyo Kisen Kaisha and the

Canadian Pacific Ocean Services Ltd.

For further information, rates, literature, schedules etc.

Apply to

COMPANY'S OFFICE in

Alexandra Buildings,

Chater Road.

TELEPHONE 141.

BANKS

HONGKONG & SHANGHAI

BANKING CORPORATION

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS

Sterling \$21,500,000/3 = \$15,000,000

Silver \$18,000,000

RESERVE LIABILITY OF \$33,000,000

PROPRIETORS \$15,000,000

COURT OF DIRECTORS

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CHIEF MANAGER

Hongkong - N. J. STARR, Esq.

MANAGER

Shanghai - A. G. STEPHEN, Esq.

LONDON BANKERS - LONDON COUNTY AND

WESTMINSTER BANK, LIMITED.

HONGKONG - INTEREST ALLOWED

On Current Account at the rate of Two

per cent. per annum on the daily balance.

On Fixed Deposits

For 3 months at 4 per cent. per annum

" 6 " " 5 " " " "

" 12 " " 6 " " " "

N. J. STARR

Chief Manager.

Hongkong, Feb. 10, 1916.

HONGKONG SAVINGS BANK.

THE business of the above Bank is

conducted by the HONGKONG

AND SHANGHAI BANKING COR-

PORATION. Rules may be obtained on

application.

INTEREST on deposits is allowed on

the minimum monthly balances at 3 1/2

PER CENT. per annum. Depositors

may transfer at their option balances of

\$100 or more to the HONGKONG AND

SHANGHAI BANK, to be placed on

FIXED DEPOSIT at 4 PER CENT.

per annum.

For the Hongkong and Shanghai

Banking Corporation.

N. J. STARR

Chief Manager.

Hongkong, May 14, 1914. 1517

THE MERCANTILE BANK OF

INDIA, LIMITED.

Authorised Capital 21,500,000

Subscribed 1,125,000

Paid-up 652,500

Reserve Fund 650,000

BANKERS

BANK OF ENGLAND

LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business

transacted.

INTEREST allowed on Current

Accounts at 3 per cent. per annum

on Daily Balance and on Fixed Deposits

at rates which may be ascertained on

application.

O. CHAMPLIN

Acting Manager.

Hongkong, March 27, 1918.

THE CHARTERED BANK OF

INDIA AUSTRALIA & CHINA

INCORPORATED BY ROYAL CHARTER

1853

HEAD OFFICE, LONDON

PAID-UP CAPITAL 21,500,000

RESERVE FUNDS 21,500,000

REVENUE 21,500,000

FOREIGN EXCHANGE and General

Banking business transacted

CURRENT ACCOUNTS opened and

FIXED DEPOSITS received for 1 year

or shorter periods at rates which will be

quoted on application.

J. C. DOWNING

General Manager.

Hongkong, June 12, 1914

THE

CHINA MAIL

Can be obtained at the following

places in Hongkong

The Hongkong Hotel

The Hongkong Ferry Wharf

The Kowloon Ferry Wharf

The Upper Peak Tram Station

The Lower Peak Tram Station

The Cheong (D'Almeida) Street

Hong Cheong (Kowloon)

etc.

To-day's Advertisements

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

WEDNESDAY,

the 13th September, 1916, at 11 a.m., at their Sales Rooms, No. 3, Des Voeux Road, Corner of Ice House Street.

SUNDAY OFFICE FURNITURE, Removed to Sales Rooms for Convenience of Sale.

Consisting of:—
DESKS, CHAIRS, TABLES, &c., &c.

A number of cases of "BEAVER" BRAND NATURAL MILK, and

A few cases of CURRANTS, &c., &c.

Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Sept. 12, 1916. 1027

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

SATURDAY,

the 16th September, 1916, at 10.30 a.m., at their Sales Rooms, No. 3, Des Voeux Road, Corner of Ice House Street.

A number of Flannel Tweed Suit Lengths, and

A quantity of Alpaca in suitable Lengths for Ladies' Coats and Skirts, &c.

The above materials are of good quality, and have only just arrived.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Sept. 12, 1916. 1028

PRICES—
Col. 100, 200, 300, 400, 500, 600, 700, 800, 900, 1000, 1100, 1200, 1300, 1400, 1500, 1600, 1700, 1800, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2600, 2700, 2800, 2900, 3000, 3100, 3200, 3300, 3400, 3500, 3600, 3700, 3800, 3900, 4000, 4100, 4200, 4300, 4400, 4500, 4600, 4700, 4800, 4900, 5000, 5100, 5200, 5300, 5400, 5500, 5600, 5700, 5800, 5900, 6000, 6100, 6200, 6300, 6400, 6500, 6600, 6700, 6800, 6900, 7000, 7100, 7200, 7300, 7400, 7500, 7600, 7700, 7800, 7900, 8000, 8100, 8200, 8300, 8400, 8500, 8600, 8700, 8800, 8900, 9000, 9100, 9200, 9300, 9400, 9500, 9600, 9700, 9800, 9900, 10000, 10100, 10200, 10300, 10400, 10500, 10600, 10700, 10800, 10900, 11000, 11100, 11200, 11300, 11400, 11500, 11600, 11700, 11800, 11900, 12000, 12100, 12200, 12300, 12400, 12500, 12600, 12700, 12800, 12900, 13000, 13100, 13200, 13300, 13400, 13500, 13600, 13700, 13800, 13900, 14000, 14100, 14200, 14300, 14400, 14500, 14600, 14700, 14800, 14900, 15000, 15100, 15200, 15300, 15400, 15500, 15600, 15700, 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